

BGA TECHNICAL COMMITTEE

TNS 1/79

- 1.0. Airworthiness "Aggro".
- 1.1. The 1979 compendium (enclosed herewith) has been revised and issued with a YELLOW cover. Please destroy all previous issues. Please add the following to the 1979 list:-
- 1.2. ASW 19/20. LBA AD/78-303 and Schleicher Tech. Notes 7 (ASW 19) and 4 (ASW 20), require handhole cover in the fuselage to be taped, to prevent jamming of the controls. (Ref also Flight Manual). Implement Tech. Notes 7 and 4 at next C of A Renewal.
- 1.3. LS1C - LS1D. Rudder hinge stop. Check correct positioning of washer which is the only locking device preventing the rudder becoming disengaged. (BV AD 78-203-IMP (A) refers). 6/11/78.
- 1.4. Jantar STD-2. Bulletin BK-01/78. 26/9/78. Rudder deflection to be amended from  $30^{\circ} \pm 2$  to  $29^{\circ} \pm 1$ . Rudder/fin clearance should be at least 5mm etc. Effected Ser. Nos. W-846/848/852/857/860/865/872. Amend Technical Service Manual accordingly.
- 1.5. SF 28E Compasses. Errors of  $30^{\circ}$  have been recorded on E-W headings, due to magnetised canopy frames. May also apply to SF 25's, T.61 etc, unless compasses repositioned, or frames demagnetised. Compasses should be check-swung annually. (Falke).
- 1.6. K6CR. (Possibly K6, K7, K18, K8 etc.). Lower rudder hinge found cracked, after removal of layers of paint. May have been overloaded during repeated full-travel control checks. (A. Killingray - Lincs).
- 1.7. Blanik. Outer elevator hinges - cracks at tailplane. Bulletin L13/052 requires inspection, and rectification as necessary.
- 1.8. PIK 20D. (Nos. 20575 - 20610). Main wheel fouls landing gear. S.B., M.19 (attached) refers.
- 1.9. IS 28 B2. Service Bulletins IS 28B2/E06 and E07, (not received by the B.G.A.) have been made MANDATORY by Telex (attached) - CONCERN Seat-back FITTING and WING JUNCTION LOCKING.

(cont/2... )

- 3.3. Chipmunk TNS 165/2. Undercarriage X-Ray Exemption.  
The written application for exemption, required by the CAA, and promulgated in CAA Mandatory Mods and Inspection Summary, Supplement 10, should be made by registered owners to the CAA local Area Office. It remains valid until the aircraft is sold and the new owner may apply for exemption.
- 3.4. Fairey-Reed Propeller Repairs etc. Rogers Aviation Limited, have completed and returned to a BGA Club Auster, the first FR propeller repaired by them. (Contact Mr. Askew, Chief Inspector, (Cranfield) 0234-750/661).
- 3.5. Tug Accidents. PA-18 Cub brake failure/collision.  
The attached AIB Bulletin is self-explanatory!
- 3.6. Tug Maintenance Approval (BCAR A8-15). Negotiations are proceeding with the CAA and a BGA Technical Procedure Manual (T) Tugs has been approved. Clubs should take stock of their facilities and equipment against the requirements of BCAR A8-15 as published in TNS 6/7/78, and put in hand any action required to comply with, and to satisfy BGA/CAA Inspection, at some future date. (TP (T) Manuals are available for from the BGA).
- 4.0. Parish Notices.
- BGA Inspectors - The 1979 list is attached herewith. Please notify errors or omissions to the BGA Office. We have attempted to annotate PFA Inspectors and Licensed Aircraft Maintenance Engineers with appropriate symbols.
- 5.0. BGA Price List for 1979.

Glider C. of A. Issue / Renewal	£10.80
Duplicate C. of A.	£2.00
Motor-Glider Renewal	£120.00
C.A.I.P. Leaflets	£6.35
Standard Repairs to Gliders	£2.25
'Light Aircraft Inspection' - (Hayward)	£4.35
Form 267 (pads of)	£3.05

.....

REASON Main wheel rubbing against the landing gear main fork.

EFFECTIVITY PIK-20 D model serial numbers 20575 - 20610.

DESCRIPTION The change of the main wheel tire type has decreased the gap between the main fork and the tire to 2-3 mm (3/32 - 1/8 in), which is not enough because of the dynamic behaviour of the tire in landing impact.

COMPLIANCE During the next annual inspection.

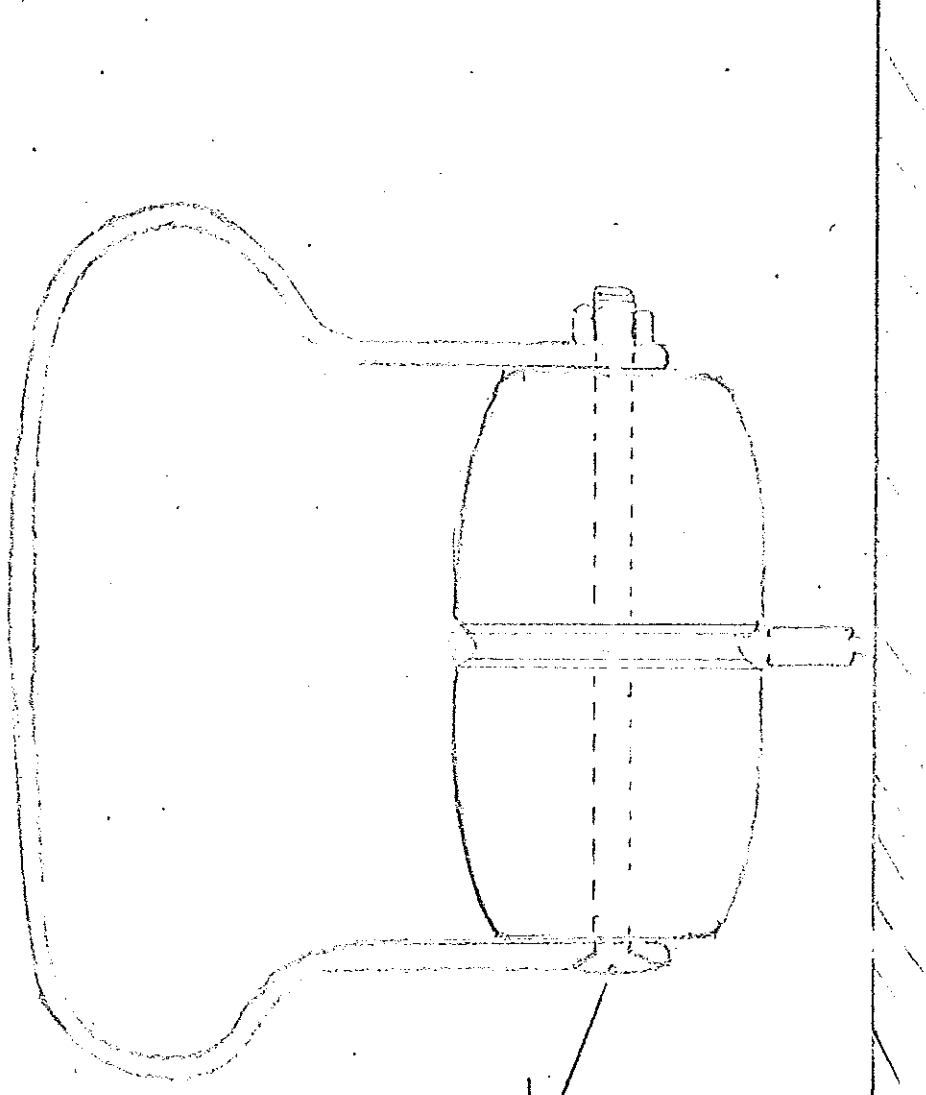
INSTRUCTIONS

- 1 Check if the main tire is Goodyear 5.00 - 5 6 ply TSO C62b part no. 505C61G1. (The type of the tire in question can be used in PIK-20 D models after s/n 20610 having modified main fork.)
- 2 If it is, measure the gap between the tire and the main fork diagonal brace ( $\varnothing$  12 x 1 mm). The tire pressure should be 2.5 Bar (35 psi). If the gap is less than minimum allowed 5.0 mm (3/16 in), remove the wheel and inspect the <sup>wheel fork</sup> tube wear.
- 3 If the tube is worn less than 0.3 mm (0.012 in), repair according to the PIK-20 D Repair Manual page III-11.
- 4 If the tube is worn more than 0.3 mm, the fork must be repaired. Before repairing contact the nearest PIK-20 agent or repair station.
- 5 The tire must be changed to one of the following 5.00 -5 6 ply aircraft tires if the gap is less than 5.0 mm (3/16 in):
  1. Goodyear TSOC626 part no 505C61-4
  2. Continental Type III
  3. McCready TSOC62b Type IIIThe gap must be minimum 5.0 mm (3/16 in).  
Contact the nearest PIK-20 agent or repair station.

WEIGHT AND BALANCE No effect.

TNS: 1/79

GLIDER RELEASE KNOB - CONDOR TWO



3/4" x 1/4" C/SUNK BOLT.

DRILL 1/4" HOLE THROUGH ORIGINAL RELEASE KNOB.  
BOLT ON CARRYING HANDLE FROM SCRAP CALOR GAS BOTTLE.  
PAINT YELLOW

(EDDIE ROOM WOTDC GC)